# ILS or LOC RWY 24

CAPE COD GATEWAY (HYA)

| LOC/DME I-HYA | APP CRS | Rwy Ldg | 5425 |
|---|---|---|---|
| 109.15 | 246° | TDZE | 43 |
| Chan 28 (Y) | | Apt Elev | 54 |

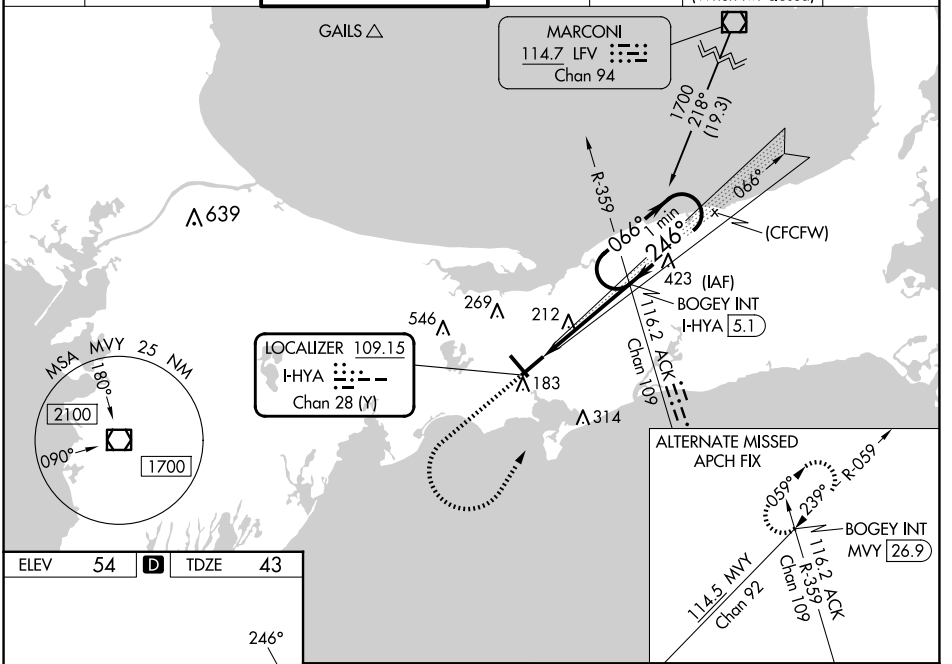
RADAR required.

When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 325 feet and increase all MDA 40 feet, increase S-LOC 24 Cats C/D visibility to RVR 6000 and increase Circling Cats C/D visibility ¼ SM. Inop table does not apply to S-ILS 24 all Cats and S-LOC 24 Cats A/B. For inop ALS, increase S-LOC 24 Cats C/D visibility to 1¼ SM. For inop ALS, when using Chatham altimeter setting, increase S-LOC 24 Cats C/D visibility to 1⅜ SM. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 24 helicopter visibility reduction below RVR 5000 NA.

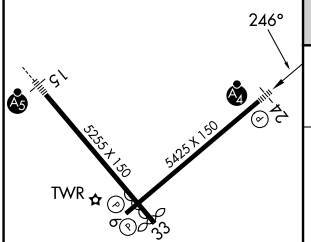
MALSF

MISSED APPROACH: Climb to 700 then climbing left turn to 1700 on heading 045° and on ACK VOR/DME R-359 to BOGEY INT/I-HYA 5.1 DME and hold.

| ATIS | BOSTON APP CON | HYANNIS TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 123.8 | 118.2 284.6 | 119.5 (CTAF) L 257.8 | 118.45 | 125.15 | 120.125 | 122.95 |




ELEV 54 D TDZE 43




REIL Rwy 6

HIRL Rwys 6-24 and 15-33 L

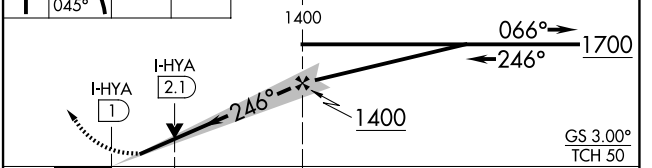
FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| 700 | 1700 hdg 045° | ACK R-359 | BOGEY INT |
|---|---|---|---|

BOGEY INT
I-HYA 5.1

One Minute Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 293/50 | 250 (300-1) | | |
| S-LOC 24 | 480/50 | 437 (500-1) | | |
| C CIRCLING | 560-1 506 (600-1) | 580-1 526 (600-1) | 860-2¼ 806 (900-2¼) | 860-2½ 806 (900-2½) |



NE-1, 07 AUG 2025 to 04 SEP 2025
NE-1, 07 AUG 2025 to 04 SEP 2025